

BAY STEAMER STRIKES ROCK AND FOUNDERS NEAR BIG EXPO

300 Passengers, Mostly Women and Children On Excursion, Rescued From Sinking Vessel in View of Crowds at Fair

(Associated Press by Federal Wireles.)

SAN FRANCISCO, March 30.—In sight of thousands on the exposition grounds, the bay steamer General Frisbie struck a submerged rock yesterday afternoon, one hundred yards off the seawall, and went down with three hundred passengers, most of whom were women and children. All were rescued and none was injured, but there was a panic in the exposition crowds on shore.

The General Frisbie was a swift, wooden, screw steamer, plying between San Francisco and Vallejo on San Pablo Bay. On her return trip, late yesterday, she carried three hundred passengers, among them forty-five orphans, who had made an excursion to attend the ceremonies of the Good Templars' Orphan Home at Vallejo.

RUNNING FULL SPEED

To give the passengers a better night of the beautiful exposition grounds, the captain started the ship close to the seawall. The vessel was skimming along at full speed, when she brought up with a crash on the rock and stopped dead.

Women and children were thrown screaming with fright to the decks in hurried haste. The ship took a bad list and began to fill rapidly. As the throng of promenade on the marina realized that a tragedy might be enacted before their eyes and that their powerlessness to be of aid, they began to run silently back and forth, women wringing their hands and crying "Oh! can't something be done!"

BLUEJACKETS EFFICIENT

Near at hand was the Golden Gate life saving station, but before the crew could reach the spot where the ship struck lifeboats pulled from the warships at anchor in the bay.

First the children were taken ashore and then the women, all in good order and without a mishap. From panic the mood of the crowds swiftly changed to tense interest, as they saw the work of rescue enacted before them with smooth efficiency. No other shipwreck, it can be safely said, ever had such a setting.

SHIP WILL BE SALVED

Not until some time after the last passenger had been safely landed did the General Frisbie heel over and slip beneath the water. The hull lies in comparatively shallow soundings and will be salved.

CENSORSHIP ESTABLISHED

(Associated Press by Federal Wireles.)
ROME, March 29.—Italy has carried her war preparations to the point of declaring a censorship. A royal decree sets such a censorship on all military news, to go into effect March 31 and last until July 30.

AGREEMENT REPORTED

(Associated Press by Federal Wireles.)
PARIS, March 29.—Austria and Italy have come to terms, according to an unverified newspaper report. The terms of the agreement are that Austria cede part of Trent to Italy after the war in return for Italian neutrality.

ITALY BUYS CAVALRY MOUNTS

(Associated Press by Federal Wireles.)
EAST ST. LOUIS, Illinois, March 30.—The Italian government has just concluded a contract with local dealers for the purchase of 15,000 head of horses for cavalry mounts.

HAS CONTRIVANCE TO LOCATE 'WASP'

Work Rushed By Honolulu Iron Works For Aid in Recovering the F-4

(Continued From Page One)

On these fittings rubber gaskets were put. On the gaskets were the straight glass plates. Then came other rubber gaskets and the final fitting above, which will hold the glass firmly in place. The sea pressure will be so great that the glass will be pressed with incredible force against the gaskets and brass, so that the principal need will be strength in the glass. It will have to withstand about 150 pounds to the square inch; perhaps more.

There is one hole for the telephone wires and one for the inlet air-line and one for the outlet air-line.

MANHOLE IN TOP

In the center of the bell, running from the top to the bottom, is a strut of ten-inch pipe. This is planned to reinforce the flat surfaces against the pressure, since they are exposed more than the cylindrical tube.

In the top a manhole was cut. It

ALL DAY SALVAGE PARTY LABORS TO GET HOLD OF SUBMARINE F-4 Dredges and Tugs Sweep Bottom of Ocean To Pick Up Craft With Its Entombed Men

but were loathe to raise hope that they had found the object of their search until positive proof was evident.

This may be established to-day when a specially constructed diving bell being made at the Honolulu Iron Works, under the direction of C. W. Parks, engineer at Pearl Harbor, is expected to be completed and taken to the search grounds.

By this contrivance it is believed that Diver Agas, can be lowered to the bottom of the ocean where the sunken submarine is supposed to lie. If the contrivance proves practicable, the diver will not only be able to determine if the "snared" object is the submarine but will be able to direct operations on the dredges and tugs above, how to play their cables to swing bridges to make a secure cradle for hoisting purposes.

Navy officers place great confidence in the utility of the diving-bell. Late yesterday afternoon the light crane, which brought up the old anchor from the sea bottom Sunday morning and exploded the belief that the submarine had been found, was towed to the navy wharf and the raised anchor and chain deposited on the wharf. This was for the double purpose of lightening the crane and making room for the operations of the diving-bell. As soon as the cylinder is in readiness it will be transported to the searching grounds by the crane. Though it was uncertain if the bell could be completed to-day Engineer Parks was much pleased with the despatch of the work at the iron works. He said late yesterday:

"They have been working day and night. They worked Sunday night and all day today and are ready to keep on tonight. See what they have accomplished," pointing to the big bell, on which a large force of men were busy, some putting the canvas gaskets in place, some re-ladling the phosphor-bronze fittings and others working inside. "They are doing the very best they can."

NO DEFINITE TIME

Those at the plant said that the bell might be completed some time today, but whether morning or afternoon was indefinite. After the big work has been done there will remain fitting the telephone wires and air inlet and outlet and inspecting it carefully. Then it will have to be transported to the scene and given a severe actual test, so that no one can say definitely when it will be placed in use for the first time.

Though all hope of early raising of the submarine or that there is now any life aboard the unfortunate sea-wasp has been abandoned, work did not slack in the least yesterday in the search for the lost craft.

Officers and men ceased work late Sunday afternoon to take absolutely necessary rest after their trying work which began Thursday and continued unceasingly day and night without sleep or relaxation for approximately eighty hours.

But at six o'clock yesterday morning the offing again became a scene of activity. Under direction of Lieutenant Smith the fleet of dredges and tugs went to work with a will and at seven o'clock the systematic sweeping of the ocean bottom was commenced.

Back and forth and across and back the tugs and the dredge California dragged their heavy chains in search for the tomb of twenty-one men. Hour after hour the quest continued. There was not the feverish intenseness and anxiety when it was still believed that there might be life aboard the submarine, but a dogged tenacity to find and raise the sea-wasp.

Officers and men toiled as grimly at their tasks as when they believed lives were at stake. Now it was a case of recovering twenty-one bodies at the earliest possible moment. It was said that it may take weeks and again it might be only days.

It was late in the afternoon when a definite "catch" was made by the tugs Navajo and Intrepid, dragging a heavy cable and chain. Pulling tests were made on the cable and it was established that a heavy load had been caught. Every fastness possible was made and security as certain as possible insured that the object "snagged" could be held until the diving-bell could be given a test.

NAVY REPORTS 'CATCH'

Early in the morning after operations had been resumed the Navajo reported a "catch" but it proved a slight one and was at some distance from the spot where the F-4 has been definitely located.

About the same time the "sweeper" of the two tugs dragged away the buoy which had been dropped where con-

sidered very small for big Jack Agas, but he seemed into it in trying it out. This manhole has a cover, which will be fitted on when Agas is inside. A bar, running between two eye-bolts, will hold it down, and the bar will be screwed to the cover. The telephone and air-lines will enter at the top.

From the bottom flange three big rods run through the top, on the outside of the bell, and their upper ends are eyed. In these eyes, which will be about several feet above the top of the bell, the hooks to the crane will be run. The rods extend well above the bell so the transverse strain may be reduced.

WILL BE BOLTED IN BELL

Agas will enter the bell and the top will be closed down and bolted shut. The dredge California or the big floating crane will lower him into the sea. Lieutenant Charles E. Smith, commander of the submarine Nautilus, will have the telephone receiver at his ear. He will be stationed on the crane or dredge.

Before Agas is permitted to enter the bell it will be tested thoroughly under actual conditions. This will supplement the careful tests made at the Honolulu Iron works, which showed it theoretically perfect. It will be low-

tinuous rise of bubbles indicated the presence of the lost submarine below. The loss was not disastrous, however, as the spot had been plotted aboard the Albatross.

It was a number of hours later when the "snared" object, the heavy object to which they are now holding out.

Lieutenant Smith and Engineer D. Alfred Buss were both in their positions of command again yesterday and as untiring in their efforts as on preceding days. If the submarine is lifted from its great depth, experienced engineers declare that it will be one of the most successful salvage feats ever performed. Little belief is held by anyone that the sunken submarine has much reserve buoyancy, the general belief being that the diving craft is practically if not entirely full of water in at least one if not more compartments.

LOOKS TO BE USED

If the big naval crane and dredge California are unable to raise the weight the alternative will be to sink and pump out pontoons, alternately taking up the slack of each submergence.

Commanders of the F-1 and F-3 took their craft out to the search grounds yesterday morning for a short period and "listened" in with their undersea apparatus but detected absolutely no sound which might possibly have come from the lost sistership.

Around the city and among the small throngs along the waterfront yesterday there was state of resignation to the expressed belief of naval officers that all of the twenty-one men in the lost diving boat have perished.

Quietly and with respect to those who may still believe that the men may be found alive, Honoluluans yesterday, out of heart-felt feeling in the tragedy, unostentatiously began laying tentative plans for paying their tribute to the memories of the victims of the accident.

The chamber of commerce is proposing a monster memorial meeting to be held at the Armory Sunday following Easter. It is proposed that all churches will forego their services on that day and a great union meeting be held. Col. J. W. Jones has offered the use of the Armory for the occasion. While funeral arrangements must be held in abeyance, business men are advocating suspension of all business on that day and subsequently the erection of a monument to the men who went to their death in the line of their duty.

Navy officials announced yesterday that when the submarine and the bodies of the twenty-one men were recovered all investigations would be conducted by the navy department. The inquiry board would consist of eight officers. Arrangements for the funeral of the men if they are found dead have not yet been made except that they will be quickly enclosed in hermetically sealed metal caskets. Disposition of remains will be at the request of nearest kin.

WIVES REAR UP WELL

Wives of the lost men are bearing their grief with silent heroism. All have practically given up hopes of seeing their husbands alive again but are bearing up with remarkable fortitude. Mrs. Alfred L. Jones, wife of the commanding officer on the F-4, who was quickly enclosed in hermetically sealed metal caskets. Disposition of remains will be at the request of nearest kin.

While congress has made no provision for the pension of families or dependents of men who lose their lives in the submarine service it is generally believed that the accident here will lead to such legislation and that pensions will be provided. At the present time the only provision is that the nearest kin of all officers and men on the submarine, if they are lost, will receive an amount equal to six months' salary in a lump sum.

LEGISLATION TO ACT

Though waiting until the last scintilla of hope is gone, Chairman J. L. Oake of the senate military committee and J. E. Coney, chairman of the house committee, are preparing to introduce a joint resolution in the legislature extending the sympathy and condolence of the Territory to the families, friends and the navy department.

Aviator Bradshaw, who has been assembling an aeroplane on a lot adjoining the navy dock, with the intent of flying over the region where the F-4 is sunk, was yesterday unable to get into the air. He will make another attempt today.

AIR SUPPLY AND LIGHTS

Agas will be lowered away while his mates above supply him with air at ordinary atmospheric pressure. He will be able to breathe as naturally as though on top of the water.

Jack and the bell will go down until he finds the submarine. He will have a compass with him and, since the pipe of it is cast iron, the compass will be affected only by the small amount of wrought iron the bell will have. Thus he will be able to give explicit directions.

One hundred-and-ten candle power incandescent globe, incased in other glass globe, that will protect them against the sea pressure, will be lowered at considerable distances from the bell, so that Agas will be able to see the submarine between himself and the lights. The lights if placed near at hand, would dazzle the observer. Without the aid of the lights, Agas would

CAME FIRE AT OLAA BURNS OVER 200 ACRES OF BIG CROP

Area Swept Lies Close to Mill, Which Was Threatened With Destruction

DAMAGED YIELD WILL BE WORKED PROMPTLY

Manager Eckart Advises Honolulu Office of Company That Loss Appears Small

J. Harris Mackenzie received a wireless from Manager E. C. Eckart yesterday, stating that two hundred acres of Olaa cane burned.

The field is the one adjoining the mill and it is thought the fire may have started from sparks blown from the smokestack, or from one of the locomotives. The fields surrounding the mill are very dry. The mill was in danger for a while.

Mr. Eckart said that at the rate the mill is grinding it will take seven or eight days to work off the burned area.

Water Plenty For Grinding

Mr. Mackenzie said that while Olaa was being grinding only one hundred tons a day because of shortage of flume water for transporting cane from the outside fields the mill has its own water supply and can be speeded up to its full 175-ton capacity whenever enough cane to run full capacity can be delivered.

Artisan wells were sunk at the mill several years ago so that Olaa is well provided with an abundance of pure water for boiling house purposes.

Will Be Some Loss

"If the fire had been away off down in Puna there, would undoubtedly have been heavy loss," Mr. Mackenzie said. "Fortunately the burned cane is right where the best use can be made of it. There will be some loss, of course, because it will take eight days to harvest a field of that size but the entire cutting force of the plantation will be concentrated at this point and most of it will be saved."

Burning Often Practised Here

Some of the irrigated plantations on this island and Maui practise burning their cane at harvest time. Mill men here state that burned cane can be held several days, as a rule, without serious deterioration of the juices. Just how long it will stand without souring will depend on the weather largely.

JAPAN GIVES YUAN FIVE DAYS' GRACE

(Special Cable to the Chinese Liberty News.)

SHANGHAI, March 30.—As the result of conferences held between President Yuan Shih-kai and Minister Hsiao of Japan in Peking on the twenty-first and twenty-fourth of the month, the ministry of foreign affairs has notified the governors of all the provinces that Japan has given China five days in which to accede to her demands for a virtual protectorate over Southern Manchuria and the peninsula of Shantung and for control of the railway between Peking and Kwangtung.

In spite of the requests of Yuan, the boycott of Japanese goods continues and has been made absolute. Chinese merchants and banks refuse to have any dealings with the Yokohama Specie Bank. They refuse to deal in the bank's paper and have withdrawn all their deposits.

CHINA NOT SATISFIED

(Associated Press by Federal Wireles.)

PEKING, March 30.—The Chinese ministry is not satisfied with the reply made to its representations by the Japanese foreign office, and has addressed another note on the subject, the contents of which have not been divulged.

The Peking newspapers state that Japanese troops have been placed in possession of a number of strategic positions at Mukden and Tsinan.

AUSTRIA'S LEADERS ARE URGING PEACE

(Associated Press by Federal Wireles.)

GENEVA, Switzerland, March 30.—That the Austrian administration is being urged by a number of the political leaders to abandon the cause of Germany and open negotiations for peace, making what terms for Austria can be obtained, without further reference to Berlin, is the assertion made in a number of Swiss newspapers, based on information from Austrian correspondents.

The German Chancellor, von Bethmann-Hollweg, is determined that Austria shall cede to Italy whatever territory the latter power may ask as the price of her neutrality, and this fact is being urged to show that Austria owes nothing further to Germany.

WANTED.

LADY with daughters will take school children to board; home care; references exchanged. Address "Mother," Advertiser office. 4117

HOUSE COMMITTEE TELLS WHY KIHAI LANDING NOT USED

Inter-Island Steamers Would Be Endangered Unless Proper Lighting Is Installed

COMPANY CONTRACT CALLS FOR EXPEDITIOUS TRIPS

Legislators Fail, However, to Make Recommendations and Report Is 'Filed'

The Inter Island Steam Navigation company's side of the Kihai-McGregor's landing dispute was given in the house yesterday in the report submitted by the public lands and internal improvement committee, to which had been referred Representative Tavares' resolution No. 68, entitled "To request the committee on public lands and internal improvements to confer with the Inter Island Steam Navigation Company, relative to the wharf at Kihai, Maui." The report, which is self-explanatory, is as follows:

"That your committee has had some under careful consideration and after meetings with the officers and a number of the captains of the Inter Island Steam Navigation company's steamers, submits portions of the testimony herewith, and your committee's findings:

Excerpts From Correspondence

"During the period between December 11, 1913, and October 21, 1914, the officials of our company first learned of the existence of a dangerous shoal located in about three-fourths of a mile southwesterly of Kihai, and the master of our steamers called our attention to the fact that it would be dangerous for our steamers, Mauna Kea, Kilauea and Mauna Loa, to attempt to enter Kihai at night time unless this shoal was properly marked by a lighted gas buoy."

"In this letter we were also informed that the board of harbor commissioners had received a communication from the lighthouse inspector stating that in his opinion the only safe navigation necessary at Kihai would be the establishment of a first-class horizontal striped sun buoy to mark the three fathom shoal. At the time this communication was written by the lighthouse inspector, he was unaware of the fact that our steamers, running on regular mail schedules, would be expected to enter Kihai at night time, and he has since stated to the harbor commissioners in our presence that either a gas lighted buoy to mark the shoal, or proper range lights on the landing, would be necessary for the safety of our steamers.

Lighthouse Service on Question

"On January 8, 1915, we received a communication from the lighthouse inspector stating that he had visited the Kihai wharf, had inspected the wharf and landing and had sounded the shoal and that a first-class tall type can buoy had been established over it. He further stated that after studying the various elements that entered into the matter including the importance of traffic that would go to Kihai land, he was unable to recommend to the commissioners of navigation any lighted aids, and believed that the unmarking of the reef with a first-class tall type can buoy as had already been done, was all that the lighthouse service could do at this time."

"Mr. McLean, vice-president of the Inter Island Steam Navigation company, limited, stated further that his company does not refuse to go to Kihai, but is willing to do so as soon as conditions are made safe, namely, the location of the light buoy on the existing shoal, instead of range lights on the wharf and shore, which would be obscure on stormy nights. Weekly trips to and from Kihai are now being made by one of the company's steamers other than the Kilauea, Mauna Kea and Mauna Loa. The Inter Island Steam Navigation company has a mail contract with the United States government which does not expire until July 1st, 1918, and must maintain a regular mail schedule, and by making the landing at Kihai under the present conditions, much time would be lost."

RING CONTEST PROVES FATAL TO YOUNG BOXER

(Associated Press by Federal Wireles.)

ST. LOUIS, Mo., March 30.—(Associated Press by Federal Wireles.)—Special Delivery. Tully, a nineteen year old boxer, died here last night, following a glove contest with Clyde Sharp. Tully was struck a blow over the heart shortly after the opening of the first round and heaved on the floor of the ring unconscious. When picked up and carried to his corner Tully was dead. Sharp and the other principals in the contest were jailed.

SNOWSTORM PREVENTS BEGINNING OF SEASON

(Associated Press by Federal Wireles.)

SALT LAKE, March 30.—(Associated Press by Federal Wireles.)—Snow began falling here this morning and all indications point to it being necessary to call off the opening game of the Pacific Coast League baseball season in which the Venice and Salt Lake teams were to be participants.

WATER FRONT NEWS

MARINE TIDINGS By Merchants' Exchange

Monday, March 29, 1915.

Mukilteo—Sailed, March 28, schr. Melrose, for Kahului.

Hilo—Sailed, March 27, 2 p. m., S. S. Enterprise, for San Francisco.

San Francisco—Arrived, March 29, 1 p. m., S. S. Persia, hence March 22.

Tacoma—Arrived, March 29, S. S. Lowther Castle, hence March 18.

Port Townsend—Arrived, March 29, S. S. Werthebe, hence March 19.

Panama—Arrived, March 28, S. S. Kentuckian, from Hilo March 9.

PORT OF HONOLULU.

ARRIVED.

Str. Nippon Maru from San Francisco, 6:20 p. m.

Str. Claudine, from Pearl Harbor, 12 m.

Str. Mikahala, from Pearl Harbor, 3:50 a. m.

Str. W. G. Hall, from Kauai, 5:40 a. m.

Str. Mauna Kea, from Hilo, 6:10 a. m.

Schr. Ida May, from island ports, 6 p. m.

Str. Manoa, from Hilo, 8 p. m.

Str. Mikahala, from Maui and Molokai, 2:15 a. m.

Str. Kilauea, from Kauai ports, 3:20 a. m.

Str. Maui from Hawaii, 11:20 a. m.

Str. Dakota, from Seattle, 11:30 a. m.

Str. Korea from China and Japan, 11:45 a. m.

Str. City of Newcastle from New York, 2:35 p. m.

Schr. Columbia from Sydney, N. S. W., 4:30 p. m.

Str. Seijo Maru from Chile, 4:40 p. m.

DEPARTED.

Str. Claudine, for Pearl Harbor (to get crane), 6:10 p. m.; for Maui and way ports, midnight.

Str. Nippon Maru for Yokohama, midnight.

Str. Claudine, for Maui, 1:20 p. m.

Str. Claudine for Maui, 5:10 p. m.

Str. W. G. Hall for Kauai, 5:15 p. m.

Str. Mikahala for Kauai, 5:45 p. m.

Gas Schr. J. A. Cummins from Oahu ports, 9:55 a. m.

PASSENGERS.

Per str. Mauna Kea, from Hilo and Hawaii ports, March 27.—W. A. Kinney, Geo. F. Bush, W. Mackey, C. A. Marshall, W. N. Johnson, W. M. Johnson, J. P. Merrill, L. M. Thompson, W. T. Frost, L. W. C. Whitener, Mrs. J. Dickey, Miss E. Lilgate, A. Weill, Col. Blanch Cox, Miss M. Dun can, D. J. Brandt, Chung Lum, W. C. Bromley, D. F. McCarrison, Geo. H. Watt, Geo. Bustard, S. W. Nahiku, C. Brennan, Mrs. Lam Nui, Miss Bell, C. Crowell, L. E. Arnold, Dr. J. H. Baymond, H. B. Weller, Wm. Walsh, C. R. Hall, P. Espinosa, P. Schmidt, M. Koraki, P. Aki, S. Ahmi, Lau Ping, A. Waal.

Per str. Claudine, from Maui, March 28.—Mrs. E. Smith, Miss Smith, Miss A. Souza, S. S. Takama, L. A. Fair, S. Masaki, E. C. Moore, Miss V. Pareira, Mrs. A. J. Pareira, Geo. C. Humphrey, H. Faria, Mrs. C. Lono, Moses Kauwe, Mrs. Moses Kauwe, Miss Wilcox, L. W. Wilcox, Mrs. W. H. Field, Miss Field, Miss H. Perry, Tam See, J. N. S. Williams.

Per str. Mikahala, from Molokai March 28.—Mrs. R. W. Meyer and eleven deck.

Per str. Kilauea, from Kauai, March 28.—Mrs. K. Nauma, Miss K. Malama, Mrs. Wong, Hattie Poo, Sam Sam, Leo Tonia, Mrs. S. Caetano, Miss I. Raposa, J. O. Luttet, Leon Quinson, B. F. Vick, Mrs. B. Paul, L. M. Judd, M. A. Nixoll, Hae Fat, Judge Dickey, Yick Kawa, K. Fujimoto, Mrs. H. K. Howe, H. J. Eby, N. Inafuji, Mrs. R. L. Wilcox, A. Ewart, G. E. Ewart Sr., Crawford, D. Byrnes, Chon Sang, Mr. Silva, J. F. Duras, E. A. Hanne, Miss Gallagher, F. C. Fry, Chong Kee, L. E. Hildebreth, Mrs. L. E. Hildebreth, W. A. Harris, Mrs. W. E. Harris, Miss H. L. Harris, Mrs. Wee Yip, Mrs. F. Sing, Mrs. J. Kula, L. P. Scott, L. L. Haley, M. H. Sides, Chock Hoo, Mrs. C. Akai, W. H. Rice Sr., Rev. Hans Isenberg, C. H. Spitz.

Per P. M. str. Korea, from Manila Hongkong and Japan ports. For Honolulu, Mrs. B. Bucklin, Lin Hsin Ling, P. A. Palmer, T. H. Fong, H. O. Withers, Hon. H. R. Wolcott, Yung Weng, Peng, J. Ichikawa.

YANKEE HEAVYWEIGHT DROPS ENGLAND'S BEST

(Associated Press by Federal Wireles.)

LONDON, England, March 30.—(Associated Press by Federal Wireles.)—Frank Moran, of Pittsburgh, Pennsylvania, last night knocked Bombarier Wells of England in the tenth round. Both men are heavyweights and the contest was scheduled to go twenty rounds.

THELMA PARKER CASE UP IN COURT TODAY